



METROPOLITAN
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COMMISSION

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Memorandum

TO: Programming and Allocations Committee

DATE: January 10, 2007

FR: Executive Director

RE: Adoption of Corridor Mobility Improvement Account Program of Projects: MTC Resolution No. 3792

Summary

On November 13, MTC issued a Call for Projects for the Corridor Mobility Improvement Account (CMIA) with a deadline of December 1. Roughly fifty applications, listed in Attachment A, were received for a total of roughly \$4 billion in project funding requests. The Programming and Allocations Committee reviewed the draft CMIA project list on December 13th, and the Commission reviewed and released the proposed program of projects for CMIA funding as well as companion funding strategies for other bond funds for public comment on December 20. The comments received by January 5th and staff responses are summarized in this memorandum.

MTC staff recommends that the Committee approve and the Commission adopt the CMIA requests outlined in Attachment B and included in Resolution No. 3792. The recommendations would be forwarded to CTC with required documentation by the January 16, 2007 deadline.

This recommendation is a \$2.0 billion proposed CMIA program, which includes \$1.6 billion in funding for improvements in the most highly congested corridors and \$0.4 billion for key connectivity and safety projects. The draft released on December 20th for comment reflected significant collaboration among MTC staff, Caltrans, and county Congestion Management Agencies, and remains largely unchanged in the final recommendation package. There are technical adjustments to the cost and funding plans for several projects to reflect new and better information and to align more closely with Caltrans' recommendations. In addition, one new project to combat congestion in Santa Clara County is proposed for inclusion in the program. These changes and other changes are discussed below.

For ease of review of the memo, a road map to the attachments is as follows:

- Attachment A: Project Submittals
- Attachment B: CMIA Recommendation and Complementary Funding Strategy
- Attachment C: Map of Proposed Projects
- Attachment D: Comments Received
- MTC Resolution No. 3792
 - Attachment 1 – Program of Projects

Staff Recommendation for CMIA and Complementary Fund Sources

As discussed at the December meetings, the demand for funding to improve the Bay Area's highway system is significant and far outstrips the amount available through the CMIA program. As such, MTC staff reviewed over \$4 billion of requests and applied several criteria – such as ready-to-go status, regional long-range plan inclusion, completeness of the funding plan, current congestion, California Benefit/Cost Model, connectivity, trade corridor, and safety (discussed more comprehensively in the

December material) – to develop the current proposal.

Supporting congestion relief, the package of investments strongly emphasizes the completion of carpool lanes – both projects that close gaps in the existing carpool network and projects that would extend the network. Corridors slated for carpool lanes are Routes 4 and Interstate 680 through Contra Costa County; Interstate 580 through the Livermore Valley in Alameda County; Interstate 880 through Santa Clara County; and U.S. 101 through Marin and Sonoma counties. In some corridors, such as the Interstate 80 corridor leading to the Bay Bridge and the 101 corridor through Santa Clara and San Mateo counties, where land and capacity is constrained, congestion reduction strategies involve auxiliary lanes and/or system management techniques like improved incident detection, motorist information, and ramp metering.

The proposal also aims to improve safety and connectivity. For example, the proposal supports eliminating a discontinuity in the system between Alameda and Contra Costa counties by constructing a fourth bore through the Caldecott Tunnel. Additionally, the proposal includes improvements to an east-west connector between Solano and Napa counties, State Route 12. Finally, the proposal supports significant investment to replace the south access to the Golden Gate Bridge, Doyle Drive, to improve safety on this structurally and seismically deficient bridge approach.

All told, these improvements total roughly \$2 billion and are summarized by corridor below:

Corridor/Project Category	Staff Recommendation (in million \$s)
State Route 4 – Contra Costa	85
State Route 12 – Napa/Solano	89
State Route 24/I-680 – Alameda/Contra Costa	186
I-80 – Alameda/Contra Costa/Solano	213
U.S. 101 Corridor – San Mateo/Santa Clara	224
U.S. 101 Corridor – San Francisco/Marin/Sonoma	546
I-580/I-238 – Alameda	294
I-880 – Alameda/Santa Clara	285
Regional System Management	102
Total	2,024

Because the CMIA has synergies with other bond programs, Attachment B includes other complementary Proposition 1B and state fund sources such as Trade Corridor, Interregional Improvement Program, Intelligent Transportation System, SHOPP, and RTIP to assist the Commission and the CTC in developing and programming a comprehensive funding strategy to address congestion, system management and goods movement in the Bay Area's major freeway corridors.

Following the Commission action on a recommended set of projects, the Bay Area will be competing with other projects in the northern part of the state for limited funds within the CMIA Program. To increase the region's competitiveness, staff is recommending two additions to the resolution adopting this program related to 1) our financial commitment to delivering these projects should they receive the requested CMIA contributions and 2) our commitment to completion of corridor system management plans to support continued congestion relief in corridors selected for CMIA funding.

Therefore, the following stipulations have been added to the resolution adopting the program:

- Financial Commitment: The inclusion of RTIP funds in the CMIA program constitutes a commitment by MTC and the Congestion Management Agencies of county shares toward the funding packages for the projects should CTC direct CMIA funding for the projects.
- System Management Plan Commitment: All sponsors of CMIA-funded projects are committed to working with MTC and Caltrans to develop and implement system corridor management plans.

Comments Received During the Public Review Period

In addition to public comment made at the committee and Commission meetings, staff received several written comments before January 5th. The comments generally fell into one of the following three categories: 1) Support for proposal or project(s) within the CMIA Program; 2) Request for funding for an additional project or elimination of proposed project(s); and 3) Policy direction or input related to the CMIA Program. Table 1 at the end of this memo summarizes the comments and staff responses, and Attachment D includes the complete set of written comments.

For the first category of comments, no further action is needed. For the second category of comments, staff reviewed the project priorities again and is reconfirming its support for the original recommended projects, with one addition and the technical changes discussed in the next section. There was strong direction from Commissioners at the December Committee and Commission meetings to attempt to retain the overall financial envelope of roughly \$1.9 billion for the CMIA submittal package. The original project set plus one additional project in Santa Clara county, in staff's view, enhances mobility of the region's highway network and remains strongly competitive in light of the CTC criteria and guidelines. For the last category of comments, staff has made some changes to its CTC submittal format to address the need to show project segmentation details in the fact and funding sheets, and re-emphasized the direction of the MTC Strategic Plan to develop a comprehensive highway plan (known as the Freeway Performance Initiative) as part of our long range planning efforts.

Summary of Changes Since Release of Draft Program of Projects

There are two categories of changes as compared to the draft list that was released for comment on December 20th: 1) reconciliation of project cost and funding details following additional discussion between MTC, Caltrans, and project sponsors; and 2) refinement of the region's project recommendations in terms of scope, including the addition of one new project, to better achieve overall regional program goals.

1) Reconciliation of Project Specifics Following Discussion with Caltrans and Sponsors

Both MTC and Caltrans are required to submit project nominations to the CTC for consideration. Following the release of the draft statewide list, MTC worked with Caltrans and the project sponsors to reconcile differences in project cost, funding, scope, and schedule information to the maximum extent possible. For the region to be most competitive in the statewide program, project information should align between the MTC and Caltrans submittals where there is agreement in project scope. The highlights of these changes are summarized in the table on the following page. The total increase to the statewide funding request as a result of these technical changes is \$19.3 million.

Project	Description of Change	Adjustment to State Funding Request (CMIA and ITIP)
I-80/680/SR12 Interchange (Second Phase) + I80 HOV Extension:	To better align the regional and Caltrans request, the CMIA contribution is reduced from \$175 million to \$150 million with an equivalent increase of \$25 million to the ITIP. There is no net change to the state funding request.	\$ 0 Overall +\$25M ITIP - \$25M CMIA
I-80 Integrated Corridor Mobility	After further review of the cost and scope of project elements, the requested Local ITS funding contribution was increased to \$24.4 million, for a slight reduction in the CMIA request to \$63.3 million from \$67.7 million.	-\$4.4M
US 101 HOV Lanes in Rohnert Park and Santa Rosa	Caltrans review resulted in project cost increase from \$184.9 million to \$193.1 million. The difference is reflected in an increase in CMIA request of roughly \$8 million	+\$8.2M
I-580 HOV Lane: Hacienda/Foothill to Greenville and Isabel SR84/I-580 I/C Improvements	The mix in state funds requested for this project is changed from \$269.1 million in CMIA and \$25 million in ITIP to a total of \$294.1 million in CMIA. Again, this aligns the MTC and Caltrans requests for ITIP funds.	\$0
Widen I-880 for HOV Lanes SB from 98th Avenue to Marina (Includes TSM components)	The project scope and cost were revised to upgrade the original 2-foot wide shoulders to 4-foot shoulders. The revised cost is \$108 million, and translates into an increase to the CMIA proposal for the project of \$15.5 million.	+\$15.5M

2) Refinement of Project and Program Scope

For two projects – State Route 12 Jameson Canyon Widening and US 101 Marin-Sonoma Narrows – staff has refined the scope and cost to ensure the project achieves desired program goals. In addition, staff is recommending one new CMIA-funded project to address congestion and safety issues at the Interstate 280 and 880 interchanges in Santa Clara County.

Project	Description of Change	Adjustment to State Funding Request (CMIA and ITIP)
SR 12 Jameson Canyon Widening	Increased cost from \$107 million to \$133 million to shift from a 3-lane to a 4-lane alternative. Based on further discussion with Caltrans and the project sponsor, the 4-lane alternative is the most judicious phasing strategy for improving the east-west connection between Solano and Napa while reducing congestion on Interstate 80. Therefore, staff's revised proposal includes the four-lane alternative with a total project cost of \$133 million, and a CMIA funding proposal of \$88.6 million.	+\$26M
US 101 Marin-Sonoma Narrows	Increased cost from \$343 million to \$379 million to include a \$30 million cost of a lane conversion from SR37 to Atherton Avenue to ensure continuity of the carpool network from the Golden Gate Bridge at the southern terminus to just south of the Petaluma River Bridge at the northern end. The draft contemplated that the HOV on the southern segment was being evaluated, and the cost is now available. In addition, this cost increase reflects a technical cost adjustment and change to the local funding contribution mix to reflect a smaller Sonoma sales tax contribution and an increased future federal contribution.	+\$34M
I-880/280 Interchange (Stevens Creek Boulevard and Winchester Off-Ramps)	Addition of project to address significant congestion at the I-880/280 interchange. The congestion is the result of co-located trip generators, such as Valley Fair Mall and Santana Row, and weaving interactions between off-ramps, lane drops, and the freeway interchange. The project will reduce traffic congestion and improve operational safety.	+\$50M

All told, these changes result in a net increase to the Bay Area CMIA proposal of roughly \$129 million, bringing the regional total to just over \$2 billion.

Recommendation

Staff recommends the Programming and Allocations Committee refer the proposed CMIA Program of Projects (MTC Resolution No. 3792) to the Commission for approval, and direct staff to forward the recommendations to the CTC by their January 16th deadline.

Steve Heminger

Attachments

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Table 1
Summary of Comments

Support for Proposal or Project within the Program		
Commenter	Comment	Response
C/CAG	Support for the MTC and Caltrans draft lists and strong support for Traffic Management System projects.	None.
Private Citizen	Support for the Caldecott Tunnel 4 th Bore	MTC proposes to fully fund the Caldecott Tunnel 4 th Bore with the \$85 million CMIA request and existing funding.
Commissioners representing STA, SCTA, TAM, and NCTPA.	Support for projects included for the North Bay counties of Marin, Sonoma, Solano, and Napa, and request to maintain these investment proposals in the CMIA.	The projects are maintained in the staff recommendation.
NUMMI	Support for improvements in the I-80; 580; 880; and 680 corridors	MTC is proposing the following improvements to improve mobility in these corridors: 1) I-80 Integrated Corridor Mobility Program; 2) I-80/680 Interchange project; 3) I-580 EB and WB HOV extensions and Isabel Interchange; 4) I-880 HOV Lanes from 98 th Avenue to Marina.
Napa Chamber of Commerce	Support for the Highway 12 widening project in Jamison Canyon and the I-80/680 Interchange project.	None.

Request for Funding for an Additional Project or Elimination of Project		
Commenter	Comment	Response
City of Pacifica	Support for Route 1, Calera Parkway Project	Based on staff analysis and the constrained region-wide funding, this project did not compete as well as other submittals in terms of existing congestion for the CMIA program.
Mayor, City of Gilroy	Support for the US 101 project from Monterey Interchange to SR129. Two prominent issues – traffic safety and congestion.	Based on staff analysis and the constrained region-wide funding, this project did not compete as well as other submittals in terms of existing congestion or safety concerns for the CMIA program. The region placed a significant emphasis on existing congestion and completion of the carpool network in packaging a proposal for the CTC.

Table 1
Summary of Comments

Request for Funding for an Additional Project or Elimination of Project		
Commenter	Comment	Response
		However, the project will be considered by CTC as part of their evaluation because it is included in the statewide Caltrans proposed project list.
Scott Peterson, Director of Public Policy, Oakland Metropolitan Chamber of Commerce	Add the I-880 project between 29 th and 23 rd Avenues as this is a major goods movement corridor.	The project is currently considered as a more appropriate candidate for the Trade Corridor element of the bond. The Trade Corridor candidates will be selected by the CTC at a future date. This program will require a 50% match.
Bruce Kern, Executive Director of East Bay EDA	Add the I-580/680 interchange project. This project is a major commuter and goods movement corridor.	While several projects in this corridor were recommended for CMIA funding (totaling \$294 million in the staff recommendation) to reduce congestion and delay for commuters and freight, Phase 1 of the I-580/680 project was not deemed as viable in terms of its funding plan and ready-to-go status as other candidate projects.
Dennis Mulligan, Chief Engineer for GGBH&TD	Add the installation of a moveable median barrier on the Golden Gate Bridge.	This is a safety improvement that does not match the congestion relief focus of the CMIA. The only purely safety-related project that staff has included in its proposal is the replacement of Doyle Drive, which is the southern approach to the Golden Gate Bridge. Between the two projects, Doyle Drive is deemed a stronger statewide candidate.
Private Citizen	Request for deletion of I580 EB Project; Add two projects: 1) Highway link between I-780 at I-680 and I-205 at I-580; and 2) Extend SR84 between I-580 to SR160 at the Antioch Bridge.	<p>The I-580 corridor – both eastbound and westbound – is regularly featured as one of the most congested corridors in the region, in addition to being a major freight corridor. Therefore, it is a strong candidate for the CMIA program.</p> <p>The other two projects were not submitted for CMIA funding, do not address the same level of congestion as other projects and are not as ready-to-go.</p>

Table 1
Summary of Comments

Policy Direction or Input Related to the Program		
Commenter	Comment	Response
Commissioner Haggerty	<p>1. Identify status of projects for ongoing State, federal, and regional discretionary funding as compared to other priorities in T2030. Request for Strategic Highway Expansion Plan to be developed as part of the next RTP.</p> <p>2. Address cost increases through policy that rewards project sponsors for good estimating.</p>	<p>1. In the Strategic Plan adopted by the Commission last year, there was a recognition that more emphasis was needed on the highway system. Therefore, staff resources were redeployed and augmented in support of the development of a Freeway Performance Initiative. This work will continue and be incorporated in the next long-range plan.</p> <p>2. Staff will explore the feasibility of policies to reward sponsors that are thorough and use best practices in cost estimating, noting there are also some cost variables (e.g. raw material cost escalation, right-of-way acquisition) outside of sponsor control.</p>
Private Citizen	Use Caldecott 4 th Bore project to leverage an HOV lane from I-980/SR24 to I-680 in the counter-commute direction.	MTC has received this comment and forwarded it to Caltrans for response.
Private Citizen	BART extensions: Improvements made to freeways should not preclude future BART projects.	Staff and project sponsors are actively pursuing development of multi-modal options in the region's most congested corridors, such as I-580 and SR-4.
Richard Napier, Executive Director, City and County of Association of Governments of San Mateo County	Suggests that the 101 Auxiliary lane in San Mateo and Santa Clara counties show both components of the project, not just one. Wants CTC to recognize both project elements.	While MTC staff's recommendations supports improvements along US 101 in both San Mateo and Santa Clara counties, the information submitted to CTC will include project detail for each segment as part of the fact and funding sheets.

Attachment A - Projects Submitted to MTC for I-Bond - CMIA Consideration

County	CMIA Projects	Project Cost	CMIA Request	Screen			Performance				
				Ready-To-Go	In RTP	Complete Funding Plan	Current Congestion (Veh Hours)	Cal B/C Model	Connectivity	Trade Corridor	Safety
ALAMEDA											
ALA	I-80 Integrated Corridor Mobility Project	\$ 87,700	\$ 87,700	PSR/SEMP 1/07 CONST 7/09	21001	Yes	14,260	14.0		x	
ALA	I-580 EB HOV Lane - Hacienda to Greenville	\$ 153,700	\$ 95,700	PE-Env CONST 9/07	22013	SHOPP anticipated	6,690	1.2	x	x	
ALA	I-580 WB HOV - Foothill to Greenville (includes TSM components EB &WB) and I-580 Isabel Interchange	\$ 298,400	\$ 198,400	PSR 1/07 CONST 6/11	22013	Yes	5,480	1.8	x	x	
ALA	I-880 SB HOV Extension from Hegenberger to Marina Blvd	\$ 108,000	\$ 108,000	PSR 1/07 CONST 4/10	22670	Yes	410	2.0	x	x	
ALA	I-880 Operational and Safety Improvements at 23rd and 29th Avenue	\$ 91,000	\$ 79,000	PSR 1/07 CONST 1/10	22100-01; 22769; 22086	Yes	370	4.0		x	x
ALA	I-580/I680 Interchange Improvements (phase 1 of ultimate project)	\$ 398,400	\$ 276,100	PSR 1/07 CONST 4/10	22013	Yes	490	1.1		x	
ALA	I-680 SB HOT Lanes	\$ 41,400	\$ 10,100	PSE CONST 2/2008	22991	Yes	100	2.1	x		
ALA	I-680 NB Widening, Phase 1 in Milpitas and Fremont	\$ 102,500	\$ 50,000	PE-Env	No Detail submitted						
ALA	I-580 Traffic System Management	\$ 20,000	\$ 20,000	PSR/SEMP	No Detail submitted						
ALA	I-580 EB HOV Lane over the Altamont	\$ 150,000	\$ 150,000	PSR		Yes	2,370		x		
ALA	Route 84 Expressway in Livermore	\$ 123,200	\$ 32,900	PE-Env	No Detail submitted						
		\$ 1,574,300	\$ 1,107,900								
CONTRA COSTA											
CC	Caldecott Tunnel Improvement - 4th Bore	\$ 420,000	\$ 175,000	PE-Env CONST 6/09	21807	Yes	1,550	1.7	x		
CC	SR 4 East (Widening from Somersville Road to SR 160)	\$ 335,000	\$ 85,000	PSE CONST 11/09	98999	Yes	5,940	1.6	x		
CC	I-680 Auxiliary Lanes: Segment 2 (Sycamore Valley Road to Crow Canyon Road)	\$ 47,000	\$ 27,000	PSE CONST 5/09	22602	Yes	2,840	1.4			
CC	I-680/SR 4 Interchange Improvement Project (Phase 1)	\$ 86,900	\$ 50,000	PE-Env CONST 3/10	21205	Yes	150	2.7			
CC	I-680 Northbound HOV Lane Extension	\$ 21,000	\$ 21,000	PSR 1/07 CONST 9/11	94052	Yes	1,040	14.2	x		
CC	I-680 Southbound HOV Lane Extension (North Main to Livorna)		\$ -	No Info	22353	No Detail submitted					
CC	Vasco Road Improvement Project	\$ 22,139	\$ 20,704	PSR 12/06 CONST 4/09	21139	Yes	-	2.6			x
		\$ 932,039	\$ 378,704								
MARIN											
MRN	U.S. 101 I/-580 Corridor Complex: WB I-580 to NB U.S. 101 Connector	\$ 20,000	\$ 20,000	PSR 4/07 CONST 3/09	21325	Yes	590	9.8			
MRN	U.S. 101 Marin - Sonoma Narrows Project - Segment B (Atherton Avenue to South of Route 116)	\$ 349,000	\$ 140,492	PE-Env CONST 12/10	98154	Future federal and RTIP funds needed	1,840	3.1	x		x
MRN	U.S. 101 Marin - Sonoma Narrows Project - Segment A Lane Conversion (SR 37 to Atherton Avenue)	\$ 30,000	\$ (7,400)	PE-Env CONST 12/10	98154 98147	Future ITIP	550	1.7	x		
		\$ 399,000	\$ 153,092								
NAPA											
NAP	SR 12 (Jamieson Canyon) Widening OPTION 1 - COMPLETE PROJECT	\$ 190,100	\$ 148,200	PE-Env CONST 2/10	94074	Future RTIP	-	1.4	x		x
NAP	SR 12 (Jamieson Canyon) Widening OPTION 2 - 4 LANE PHASE	\$ 133,100	\$ 96,100	PE-Env CONST 2/10	94074	Future RTIP	-	2.0	x		x
NAP	SR 12 (Jamieson Canyon) Widening OPTION 3 - 3 LANE PHASE	\$ 107,200	\$ 75,400	PE-Env CONST 2/10	94074	Future RTIP	-		x		x
		\$ 190,100	\$ 148,200								
SAN FRANCISCO											
SF	South Access to Golden Gate Bridge: Doyle Drive Replacement	\$ 876,628	\$ 250,000	PE-Env CONST 11/09	94089	SHOPP; Future federal and RTIP funds needed	-	0.1	x		x
SF	SFGO: corridor management strategy on US 101 between the Golden Gate toll plaza and the Bay Bridge and 19th Avenue/Park Presidio	\$ 51,600	\$ 30,000	PSR 1/07 CONST 12/08	22514	Yes	-	2.1			
		\$ 928,228	\$ 280,000								
SAN MATEO											
SM	U.S. 101 Auxiliary Lanes from Marsh Road to Embarcadero Road (Including Willow Interchange)	\$ 168,818	\$ 102,168	PE-Env CONST 8/11	21608	Yes	4,500	1.2	x		
SM	U.S. 101 Auxiliary Lanes from 3rd Avenue to Millbrae Avenue	\$ 158,963	\$ 30,000	CONST 1/07	98176	Yes	2,460				
SM	Highway 1: Calera Parkway Widening	\$ 33,711	\$ 20,000	PE-Env CONST 9/10	98204	Yes	-	4.1			
SM	SR 84 (Bayfront Expressway)/Route 114 (Willow Road) Grade Separation	\$ 254,555	\$ 92,910	PSR 12/06 CONST 7/12	21612	Yes	-	1.4			
		\$ 616,047	\$ 245,078								
SANTA CLARA											
SCL	U.S. 101 Widening (Monterey Road in Gilroy to SR 129 in San Benito County)	\$ 284,000	\$ 237,300	PE-Env CONST 8/11	21714	Future RTIP and ITIP	-	2.1	x		x
SCL	U.S. 101 Improvements (I-280 to Yerba Buena Road in San Jose)	\$ 104,220	\$ 29,400	PSE CONST 3/10	22996	Future RTIP	2,450	2.4			
SCL	U.S. 101 Improvements (Trimble Road to Mabury Road in San Jose)	\$ 131,300	\$ 89,900	PSR 1/07 CONST 12/10	Not in Plan	Future RTIP	4,500	2.1			
SCL	U.S. 101 Improvements (San Mateo/Santa Clara County Line to SR 85 in Mountain View)	\$ 102,258	\$ 92,258	PSR 12/06 CONST 6/11	21608	Future RTIP	3,850	1.4			
SCL	I-880 Improvements (SR 237 in Milpitas to U.S. 101 in San Jose)	\$ 142,700	\$ 127,700	PE-Env CONST 8/11	Not in Plan	Future RTIP	1,730	7.5	x		
SCL	I-880/I-280 Improvements (I-880/Stevens Creek Blvd and I-280/Winchester Blvd in San Jose)	\$ 70,000	\$ 50,000	PSR 1/07 CONST 7/10	21719 22994	Future RTIP	N/A	1.4			
		\$ 834,478	\$ 626,558								
SOLANO											
SOL	I-80/I-680/SR 12 Interchange, Second Phase	\$ 323,412	\$ 200,000	PE-Env CONST 5/12	21807	Yes	1,810	1.2		x	x
SOL	I-80 WB HOV Lane Opportunity Project	\$ 20,000	\$ 20,000	PSR 12/06 CONST 10/09	22717	Yes	320	1.7	x	x	
SOL	SR 12 Jameson Canyon	\$ 133,100	\$ 96,100	PE-Env CONST 2/10	94074	Yes	-	1.4	x		x
SOL	I-80 EB and WB HOV Lanes Vallejo (Carquinez Bridge to SR 37)	\$ 100,000	\$ 100,000	PSR 12/06 CONST 11/11	22717	Yes	320	1.9	x		
SOL	Cordelia Truck Scales - Phase I	\$ 99,600	\$ 49,800	PE-Env CONST 5/12	22701	Yes	-			x	
		\$ 676,112	\$ 465,900								
SONOMA											
SON	US 101 HOV Lanes - Wilfred	\$ 83,640	\$ 43,800	PE-Env CONST 12/08	22655	Yes	280	3.2	x		
SON	US 101 HOV Lanes - North Phase A (Steele Lane to Windsor)	\$ 114,100	\$ 62,312	PE-Env CONST 1/08	98183	Yes	1,480	1.1	x		
SON	US 101 HOV Lanes - Central Phase A (Railroad Ave to Rohnert Park Expressway in Rohnert Park)	\$ 110,250	\$ 42,848	PE-Env CONST 4/09	21902	Yes	200	2.1	x		
SON	US 101 HOV Lanes - North Phase B (Airport)	\$ 50,500	\$ 32,500	PE-Env CONST 11/09	98183	Yes	1,480	2.3	x		
SON	US 101 HOV Lanes - Central Phase B - Old Redwood Highway (Petaluma) to Railroad Avenue	\$ 73,850	\$ 73,850	PE-Env CONST 4/09	21902	Yes	1,110	1.5	x		
SON	US 101 HOV Lanes - Central Full Project - Old Redwood Highway (Petaluma) to Rohnert Park Expressway	\$ 181,576	\$ 114,174	PE-Env CONST 4/09	21902	Yes	1,110	1.8	x		
SON	Marin - Sonoma Narrows - Segment C - Petaluma River Bridge to Old Redwood Highway	\$ 144,800	\$ 144,800	PE-Env CONST 12/10	94074	Yes	1,110		x		
		\$ 758,716	\$ 514,284								
Submittals Directly to MTC											
	GGBHTD - Golden Gate Bridge Moveable Median Barrier	\$ 25,000	\$ 20,000	PE-Env CONST 11/08	21320	Yes	-				x
	TJPA - Transbay Transit Center/Caltrain Downtown Extension - Western Approach Bay Bridge/Transbay Terminal HOV and Bus Ramp Improvement	\$ 982,839	\$ 35,000	PSE CONST 10/08	22008	Yes	-		x		
	City and County of San Francisco - U.S. 101/ Harney Interchange	\$ 62,504	\$ 24,525	PSR 1/08 CONST 7/10	22756	Future private funding	-	0.9			
	City and County of San Francisco - U.S. 101 Auxiliary Lanes	\$ 31,171	\$ 12,232	PSR 1/08 CONST 7/10	22756	Future private funding	-	0.9			
	City and County of San Francisco - Geneva Avenue Extension	\$ 24,281	\$ 9,549	PSR 1/08 CONST 7/10	22227	Future private funding	-	0.9			
	City and County of San Francisco - Harney Way Improvements	\$ 17,691	\$ 6,955	PSR 1/08 CONST 7/10	22756	Future private funding	-	0.9			
		\$ 1,143,486	\$ 108,261								
Total Submittals		\$ 7,919,406	\$ 3,931,877								

Attachment B

CMIA Project Recommendations and Companion Funding Strategy

(all funding in thousands)

County	Project	Total Project Cost Estimate (Year of award)	Prior and Existing Funding (Year of award)	Proposition 1B/State Funds						Other New Funding (Includes Match for Trade Category)	Comments
				CMIA	Trade	ITS	RTIP I - Bond and 2008 RTIP	ITIP I - Bond	SHOPP		
State Route 4 Corridor: Contra Costa											
CC	SR4-East HOV Extension from Somersville Rd to SR 160	\$ 335,000	\$ 235,000	\$ 85,000			\$ 15,000				
State Route 12 Corridor: Napa/Solano											
NAP SOL	SR 12 Jameson Canyon Widening from 2 to 4 Lanes	\$ 133,000	\$ 17,400	\$ 88,600			\$ 27,000				
State Route 24/I-680 Corridor: Contra Costa/Alameda											
ALA CC	SR 24 Caldecott Tunnel 4th Bore	\$ 420,000	\$ 216,000	\$ 175,000			\$ 29,000				
CC	I-680 NB HOV Extension from North Main Street in Walnut Creek to SR 242	\$ 21,000	\$ -	\$ 10,500			\$ 10,500				
I-80 Corridor: Alameda/Contra Costa/Solano											
SOL	I-80/I-680/SR 12 Interchange (Second Phase) and I-80 HOV Extension	\$ 323,412	\$ 123,412	\$ 150,000				\$ 50,000			
SOL	I-80 Cordelia Truck Scales	\$ 99,600	\$ -		\$ 49,800					\$ 49,800	Proposed \$49.8 M AB1171 Toll Match
ALA CC	I-80 Integrated Corridor Mobility	\$ 87,700	\$ -	\$ 63,300		\$ 24,400					\$24.4 M local ITS for San Pablo Avenue improvements
US 101 Corridor: San Mateo/Santa Clara											
SM SCL	US 101 Additional lanes from Marsh Rd to SR 85, including Willow I/C	\$ 271,076	\$ 66,650	\$ 194,426			\$ 10,000				
SCL	US 101 Widening and Interchanges from Yerba Buena to I-280/I-680	\$ 104,220	\$ 61,220	\$ 30,000			\$ 13,000				
US 101 Corridor: San Francisco/Marin/Sonoma											
SF	US 101 South Access to Golden Gate Bridge: Doyle Drive Replacement	\$ 810,000	\$ 155,271	\$ 175,000			\$ 54,000		\$ 375,000	\$ 50,729	Base replacement cost of \$550 M covered by State with CMIA and SHOPP; remainder future federal, RTIP and Prop K.
SF	SFGO: Corridor Management on US 101 between Golden Gate Bridge and Bay Bridge and SR 1 along 19th Ave/Park Presidio	\$ 51,600	\$ 21,600			\$ 30,000					
MRN	I-580 WB to US 101 NB Auxiliary Lane	\$ 20,000	\$ -	\$ 20,000							
MRN SON	US 101 Marin-Sonoma Narrows: HOV Extension from Atherton Ave in Novato to south of Petaluma River Bridge and HOV Lane Conversion through Novato	\$ 379,000	\$ 67,000	\$ 170,000			\$ 52,000	\$ 50,000		\$ 40,000	Other includes future federal funds - \$40.0M
SON	US 101 HOV Extension from Railroad Ave to Santa Rosa Ave	\$ 193,090	\$ 108,042	\$ 85,848							
SON	US 101 HOV Extension from Steele Lane to Windsor River Road (North Phase A and B)	\$ 166,000	\$ 71,000	\$ 95,000							
I-580/I-238 Corridor: Alameda											
ALA	I-580 HOV Lanes from Hacienda/Foothill to Greenville Including Isabel / SR 84/I-580 I/C Improvements	\$ 452,100	\$ 131,000	\$ 294,100					\$ 27,000		
ALA	I-580 EB Truck Climbing Lane Over Altamont	\$ 100,000	\$ -		\$ 50,000					\$ 50,000	Proposed \$50 M Match TBD
SJ	I-205/I-580 Altamont Pass Westbound Truck Lane	\$ 100,000	\$ -		\$ 50,000					\$ 50,000	Proposed \$50 M Match - San Joaquin County Sales Tax
I-880 Corridor: Alameda/Santa Clara											
SCL	I-880 HOV Extension from SR 237 in Milpitas to US 101 in San Jose	\$ 142,700	\$ -	\$ 127,700			\$ 15,000				
SCL	I-880/280 Interchange (Stevens Creek Boulevard and Winchester Off-ramps)	\$ 70,000	\$ 12,500	\$ 50,000			\$ 7,500				
ALA	I-880 SB HOV Extension from 98th Ave to Marina Ave (includes TSM components)	\$ 108,000	\$ -	\$ 108,000							
ALA	I-880 Operational and Safety Improvements at 23rd and 29th Ave	\$ 91,000	\$ 12,000		\$ 39,500					\$ 39,500	Proposed \$39.5M Match - TBD
Regional System Management											
REG	Regionwide System Management	\$ 101,900		\$ 101,900							
Total											
	Total:	\$ 4,580,398	\$ 1,298,095	\$ 2,024,374	\$ 189,300	\$ 54,400	\$ 233,000	\$ 100,000	\$ 402,000	\$ 280,029	

Congestion Relief/Carpool Lanes

- 1 I-580 HOV lane: Hacienda to Greenville
- 2 I-680 HOV lane extension: N. Main St. in Walnut Creek to SR 242
- 3 I-80/I-680/SR 12 Interchange and I-80 HOV lane: Red Top Rd. to Airbase Parkway
- 4 I-880 SB HOV lane extension: 98th Ave. to Marina Blvd.
- 5 I-880 HOV lane extension: SR 237 to U.S. 101
- 6 SR 4 East HOV lane extension: Somersville to SR 160
- 7 U.S. 101 HOV lane extension: Railroad Ave. to Wilfred Ave.
- 8 U.S. 101 HOV lanes: Steele Ln. to Windsor River Rd.

- 9 U.S. 101 Narrows HOV lane extension: SR 37 to south of SR 116

Other Congestion Relief

- 10 U.S. 101 add lanes: Marsh Rd. to SR 85
- 11 U.S. 101 widening and interchanges: Yerba Buena to I-280/I-680
- 12 U.S. 101/I-580 corridor improvements
- 13 I-880/I-280 interchange: Includes Stevens Creek Boulevard and Winchester off-ramps

Connectivity

- 14 SR 12 Jameson Canyon widening
- 15 SR 24: Caldecott Tunnel fourth bore

Intelligent Transportation Systems (ITS)

- 16 I-80 Integrated Corridor Mobility
- 17 SFGo corridor management
- Regionwide system management (not mapped)

Safety

- 18 South access to Golden Gate Bridge: Doyle Drive replacement

Trade

- 19 Cordelia truck scales
- 20 I-580 EB truck climbing lane: Greenville to Altamont Pass
- 21 I-580 WB truck climbing lane: I-580/I-205 to Altamont Pass
- 22 I-880 operational and safety improvements: 23rd Ave. and 29th Ave.

Attachment C:
MTC Staff
Recommended
Highway Projects
For Proposition 1B
Funding*

Legend

Corridor with peak-period freeway congestion

HOV Lane (existing)

HOV Lane (under construction or funded)

Congestion Relief/Carpool Lane project to be built with Proposition 1B funds

Other Congestion Relief project to be built with Proposition 1B funds

Connectivity project to be built with Proposition 1B funds

ITS project to be built with Proposition 1B funds

Safety project to be built with Proposition 1B funds

Trade project to be built with Proposition 1B funds

Miles

0

10

20

Street base map © Thomas Bros. Maps.
All rights reserved.
MTC Graphics/pb — 1/9/2007

N

*Focused on highway improvements through Corridor Mobility Improvement Account; Trade Corridors; State Transportation Improvement Program; Intelligent Transportation Systems; and SHOPP

Attachment D:

CMIA comments received

From: Bill Stremmel <bstremmel@sbcglobal.net>
To: <info@mtc.ca.gov>
Date: 12/28/2006 4:20:25 PM
Subject: Caldecott 4th Bore - essential for disaster preparedness

TO: Alix Bockelman, Director
Programming and Allocations
Metropolitan Transportation Commission

Caldecott 4th Bore is absolutely necessary on the standpoint of redundancy, let alone congestion relief. Therefore it must have priority for allocation of proceeds from recently passed state propositions 1A & 1B.

My opening paragraph to a 3-page commentary submitted for the EIR last July stated that this project would be necessary even if \$10./gallon gas becomes a reality ... because even a sharply diminished volume of traffic would need at least one pair of functioning vehicular lanes crossing the Oakland-Berkeley Hills if the inevitable earthquake along either the Hayward or Wildcat Canyon faults bisecting BART and Highway 24 were to disrupt the existing infrastructure. Neither the 3 existing highway tunnels nor BART's Berkeley Hills tunnel were constructed to contemporary seismic standards. BART has specifically excluded the Berkeley Hills tunnel from its ongoing retrofit after a consultant determined upgrading to be technically infeasible. This same consultant estimated cessation of service on the Pittsburg-Bay Point line used by 50,000 passengers per day lasting up to 28 months after an earthquake. So the 4th Bore constructed to the latest seismic standards may be the only infrastructure that survives to provide essential movement of emergency supplies and to provide lifeline transit service between northern Alameda County and Central Contra Costa County after an earthquake.

4th Bore would also be a plus from the standpoint of energy conservation, air quality and reducing greenhouse gases. I frequently drive a hybrid car between Walnut Creek and Alameda, going through the tunnel each way - often in the "reverse direction" when 4 lanes are squeezed down to 2 lanes. This vehicle precisely measures the miles-per-gallon over trip segments. At times when the "squeeze" goes smoothly my vehicle averages 55 mpg. When I encounter severe backups in stop-and-go traffic on the upgrade, mpg drops to 45 - a 10 mpg penalty. I am not able to use BART on these journeys as I am carrying many items between locations not convenient to public transportation. Given that most of the other journeys accomplished by the 100,000+ vehicles per day on Highway 24 are also not capable of shifting modes, the waste of fuel and excess emissions replicated over this amount of traffic constitutes a significant environmental cost for not proceeding with the 4th Bore.

All agencies responsible for this project should use the new resources afforded by Propositions 1A and 1B towards expediting its construction for the sake of our quality of life, our safety, and the environment.

Let's build that 4th Bore and finally finish Highway 24 !

Sincerely,

Bill Stremmel

cell: 925-639-1446

CC: Alix Bockelman <abockelman@mtc.ca.gov>

From: Riley Doty <dotytile@juno.com>
To: mtcinfo@mtc.ca.gov
Date: Mon, 25 Dec 2006 20:11:14 -0800
Subject: Input re. bond \$\$ allocation

This is my suggestion, as a member of the public, on the subject of the 4th bore for the Caldecott Tunnel:

I live in Oakland, am a tile setter, and typically work several days a year in the Orinda/Lafayette area.

I want to see a 4th bore completed, because I think it is very much needed.*

I want to propose that you include an HOV lane (from I-980 to I-680 if possible) as part of the installation of the new tunnel. I believe this could be leveraged, at least IF it was only done in the counter-commute direction. (When I say "leveraged" I mean that I think both in terms of state law and a segment of public opinion that there would be opposition, but that could be trumped by the desire for the 4th bore.)**

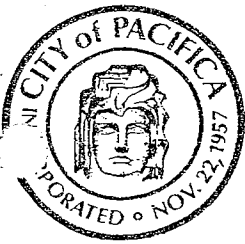
*During rush hour I drive in the "counter-commute" direction. Because I start near Park Blvd. and I-580 I have three choices in the morning. Instead of fighting the congestion on Highway 24 or Highway 13 I normally take a 3rd option: Snake Rd. to Skyline to Grizzly to Fish Ranch Rd., and then I enter 24 right after AFTER the choke point. I predict that 5 years from now I will be reminiscing about "the days before the Fish Ranch Road route got congested", because it is getting close to saturation. Typically each of the three routes to Fish Ranch Rd. are reasonably relaxed still, but if you stop to observe the intersection with Grizzly Peak Blvd. you will notice that morning traffic at the stop sign rotates in nearly constant motion. Cars trickle in from each direction on Grizzly and up from Claremont Canyon, and when they reach the intersection they have to wait in turn to proceed. A few years ago this intersection was less heavily travelled. (And late in the summer it was boosted because Pinehurst was closed and some of the "alternate" traffic from there was diverted to Fish Ranch.)

**Right now the "commute" direction with 2 bores open and the "counter-commute" direction with 1 bore are both equally congested. So the funny thing is that creating the 4th bore will drastically improve things re. the "counter-commute" traffic - but not help with the "commute" traffic. I believe state law permits an HOV lane to be added only when it is not done by taking away a lane from non-HOV traffic. But my contention is that adding two lanes to the tunnel certainly qualify the tunnel itself for an HOV lane. But that alone would be fairly useless. However, looking at the big picture of traffic moving up the hill and through the tunnel, an HOV lane would be very significant. And anyone who supports the tunnel would I think, either willingly or reluctantly, much prefer to drive 24 from 680 to 980 with four lanes, one being HOV. Rather than drive, as now, with four non-HOV lanes narrowing to two lanes at the tunnel. That is the reality upon which I think an extension of the HOV lane can be "leveraged". even if it requires a specific bill in the legislature to exempt that stretch of road from the prevailing state law. This would NOT create any HOV lane in the normal commute direction, but it would address half (or nearly half) of the problem of bringing the Highway 24 corridor into the world of car pool/bus lanes.

I live on the west side of the hills but very much want the tunnel enlarged, and do not understand the reports that public support is not high on the west side. For me it is partly personal aggravation and cost, but also it is part of the bigger picture of keeping the links working between the central urban core and the suburbs to the east. I dread the prospect that travel will become ever more difficult and that the

urban centers such as San Francisco/Berkeley/Oakland will become more irrelevant. (After all the vast infrastructure that has been created to transport people to locations within the urban core I don't want to see a disconnect in movement of people between the two sides of the hills.)

Thank you for your consideration,
Riley Doty
dotytile@juno.com



Scenic Pacifica

CITY HALL

170 Santa Maria Avenue • Pacifica, California 94044-2506

www.ci.pacifica.ca.us

November 30, 2006

RECEIVED

DEC 05 2006

MTC

Mr. Jon Rubin
Chairman
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

**Re: Route 1, Westport Drive to Fassler Avenue "Calera
Parkway" Project**

Dear Mr. Rubin:

As you know, Proposition 1B (\$20 Billion Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006) passed during the last election. This proposition was overwhelmingly supported not only by the voters of Pacifica but the entire coastal region of San Mateo County.

Currently, project nominations are being carried out to identify projects that should receive funding from the Corridor Mobility Improvement Account (CMIA) of this Proposition.

In light of this, the City of Pacifica strongly urges MTC to include in its list of project nominations to the California Transportation Commission (CTC) the **Route 1, Westport Drive to Fassler Avenue Project, commonly called "Calera Parkway Project."** This project will widen the present four-lane section of Route 1 to add an additional lane in each direction. This segment of Route 1 has been identified in the Congestion Management Program of San Mateo County as having the worst Level of Service at LOS F. This project is the single most important project that will alleviate the traffic congestion along the coastal region of San Mateo County. Traffic engineers from various sectors, including those from Caltrans, view this project as the only viable solution to the traffic congestion on Route 1.

In terms of project readiness, the Calera Parkway Project will definitely rank high on any list. It has a signed Project Study Report (PSR) and therefore has an excellent probability of going to construction well before the CMIA's construction deadline of 2012.



CITY MANAGER'S OFFICE
TEL (650) 738-7301
FAX (650) 359-6038

CITY ATTORNEY
TEL (650) 738-7409
FAX (650) 359-8947

CITY CLERK
TEL (650) 738-7307
FAX (650) 359-6038

CITY COUNCIL
TEL (650) 738-7301
FAX (650) 359-6038

ENGINEERING
TEL (650) 738-3767
FAX (650) 738-3003

FINANCE
TEL (650) 738-7392
FAX (650) 738-7411

FIRE ADMINISTRATION
TEL (650) 991-8138
FAX (650) 991-8090

IN RESOURCES
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FAX (650) 359-6038

PARKS, BEACHES
& RECREATION
TEL (650) 738-7381
FAX (650) 738-2165

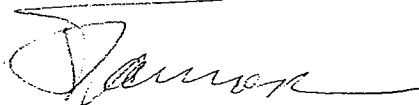
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ECONOMIC DEVELOPMENT
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FAX (650) 359-5807
• Building (650) 738-7344
• Code
Enforcement (650) 738-7343

POLICE DEPARTMENT
TEL (650) 738-7314
FAX (650) 355-1172

PUBLIC WORKS
TEL (650) 738-3760
FAX (650) 738-9747

Again, I would like to reiterate our City's request for MTC to include this item in its list of project nominations to the CTC. Its inclusion will definitely help pave the way for this project becoming a reality.

Sincerely,



Joseph M. Tanner
City Manager

c: Mayor and City Council

Leland Yee, State Senator – Elect
8th Senate District
1370 24th Avenue
San Francisco, California 94122

Gene Mullin, State Assemblymember
19th Assembly District
P. O. Box 942849
Sacramento, California 94249-0019

Will Kempton, Director
Department of Transportation
P. O. Box 942873
Sacramento, California 94273-0001

Steve Heminger, Executive Director ✓
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Rich Napier, Executive Director
City/County Association of Governments
555 County Center, 5th Floor
Redwood City, California 94065

Joseph Hurley, Program Director
San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, California 94070

Van Ocampo, City Engineer
Scott Holmes, Public Works Director



45500 Fremont Boulevard

Fremont, CA 94538 USA

(510) 498-5500

December 8, 2006

Via Facsimile

Supervisor Scott Haggerty, Chairman
Planning & Allocation Committee
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RECEIVED

DEC - 8 2006

MTC

Dear Supervisor Haggerty:

On behalf of NUMMI, I am writing to express our support for the Alameda County Congestion Management Agency's (CMA) application for funding under the Corridor Mobility Improvement Projects (CMIP) program.

The proposed improvements to I-80, I-580, I-880 and I-680 will improve mobility in the Bay Area's most congested corridors. The congestion on these routes has a serious impact on businesses throughout the region. Since Alameda County sits in the hub of these corridors, these improvements will provide congestion relief for those doing business within the county as well as in neighboring counties.

NUMMI relies on these corridors for getting parts into the plant and finished vehicles to their point of sale. Reduction in congestion of these corridors is also important to our team members trying to get to work on time as well as back to their homes and families.

For these reasons, we request that the Planning & Allocation Committee support the Alameda County Congestion Management Agency's application for funding under the CMIP program.

Sincerely,

K. Kelley McKenzie
General Counsel

cc: Steve Heminger, Executive Director, Metropolitan Transportation Commission
Dennis Fay, Executive Director, Alameda County Congestion Management Agency



BOARD OF SUPERVISORS

RECEIVED

DEC 18 2006

MTC

SCOTT HAGGERTY
VICE PRESIDENT
SUPERVISOR, FIRST DISTRICT

December 12, 2006

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

Dear Fellow Commissioners:

The Corridor Mobility Improvement Program presents both opportunities and challenges for the region and the transportation agencies that will implement the projects approved by the California Transportation Commission. The list of projects proposed by MTC staff begins to address several of the most congested corridors in the Bay Region – relief the commuters in these corridors will be happy to see. While the MTC submittal holds much promise to begin addressing congestion in the region, the CTC will not be able to fund MTC's entire CMIA list. Furthermore, due to statutory deadlines, important projects in Transportation 2030 were not included on MTC's draft CMIA list. An additional concern, cost increases may occur for projects that may be funded by the CTC.

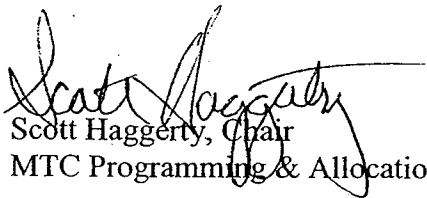
I recommend MTC develop policies to support the CMIA submittal and that these policies be included in MTC's resolution adopting the CMIA list. I have identified two areas below, but there may be other issues needing attention.

1. What status do CMIA projects have for ongoing State, federal and regional discretionary funding relative to the other critical projects listed in T 2030? I suggest the Commission develop a Strategic Highway Expansion Plan similar to the program for transit expansion contained in Resolution 3434. Such a plan would provide a thoughtful way of setting out the region's long-term highway priorities. While this can be addressed as part of the T 2030 update to start next year, it is important to make a commitment to such a plan at this time to avoid false expectations associated with projects that do not get included in the CMIA program.

2. How will cost increases on CMIA projects be handled? Initial estimates in project study reports and environmental documents must rely on assumptions about escalation and other factors. Even with due diligence on cost estimates, final costs often exceed estimates. The Commission needs to develop a policy that rewards project sponsors in the CMIA program for taking reasonable precautions when estimating costs and for controlling what is sometimes called scope creep.

I believe we should address these and other potential issues so that all Commission members and the CMAs will understand the ground rules at the time MTC adopts its submittal to CTC.

Sincerely,



Scott Haggerty, Chair
MTC Programming & Allocations Committee

C: Steve Heminger, Metropolitan Transportation Commission
Alix Bockleman, Metropolitan Transportation Commission
Dennis Fay, Alameda County Congestion Management Agency



December 13, 2006

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RE: North Bay Projects for Inclusion in the Corridor Mobility Improvement Account

Dear Mr. Heminger:

The November 2006 passage of the Infrastructure Bond package heralds an era of investment in our transportation system unseen over the past decade. The circumstances of economic recovery and a willingness politically to address our historical backlog of transportation improvements enabled the historic vote of public acceptance on November 7th. Now we have to deliver on the promise by improving mobility on our critical travel corridors and constructing these improvements in a short time frame.

The four North Bay County Congestion Management Agencies have strived to deliver improvements to our most congested corridors for a number of years. In concert with Caltrans, we have made significant progress on the delivery of the key congestion relieving projects in the Hwy 12, Interstates 80 and 680, and Highway 101 corridors. The readiness of these projects has positioned them for an infusion of transportation bond funds for projects that will achieve these objectives.

Our key congestion relieving projects are unique in that they connect major economic regions of the state. For Highway 101 through Marin and Sonoma, the North Coast from Mendocino to Crescent City is served by the improvements and strongly supports their inclusion in the bond. For Highway 12, the planned improvements serve the major goods movement between the Central Valley and the I-80 Corridor, then westward through the Napa Valley and on to the Highway 101 Corridor through Marin and Sonoma. For the Interstate 80/680/12 Interchange, the Bay Area's trade and travel access is dependent on planned improvements, even more critical with the capacity enhancements at the Benicia- Martinez Bridge.

We strongly support these projects for inclusion in the Corridor Mobility Improvement Account as they represent a significant investment in the economy of the North Bay. Without an infusion of CMIA funds these projects cannot be delivered due to their massive nature and their position in counties that historically do not receive a substantial share of formula transportation funds.

The projects we support are a significant contribution to congestion relief. They address both peak period congestion as well as recreational congestion, a unique challenge to the North Bay. The projects will enable both goods and product components to be delivered on time, an important contributor to our already growing economies.

We urge MTC to remain dedicated to the investments they have placed on the CMIA list for Marin, Sonoma, Napa, and Solano Counties. We will continue to do our part to bring our own dollars to the table to make these projects a reality.

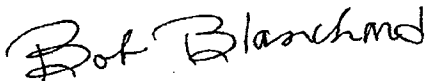
Sincerely,



Bill Dodd
Representing Napa County
Napa County Transportation Planning Agency (NCTPA)



James Spering
Representing Solano County and Cities
Solano Transportation Authority (STA)



Bob Blanchard
Representing Sonoma County and Cities
Sonoma County Transportation Authority (SCTA)



Steve Kinsey
Representing Marin County
Transportation Authority of Marin (TAM)

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae •
Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

December 22, 2006

Mr. John Barna, Executive Director
California Transportation Commission
Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

Subject: Support of the Caltrans & MTC Preliminary CMIA Project Candidate Lists

Dear John:

The City/County Association of Governments (C/CAG) of San Mateo County, as the Congestion Management Agency for San Mateo County, is pleased to support both preliminary CMIA project lists from Caltrans and the Metropolitan Transportation Commission (MTC). C/CAG also strongly supports the funding of Traffic Management System (TMS) projects. The basis for this support is as follows:

Caltrans and MTC Preliminary CMIA Project Lists:

- 1- There was outstanding interaction between Districts/ MTC and the project sponsors.
- 2- The lists of projects are the highest priority projects that can meet the 2012 construction deadline.
- 3- Both lists include funding for the San Mateo US 101 Auxiliary Lane Project from Marsh to Santa Clara County Line.

Caltrans Traffic Management System (TMS) Proposal:

- 1- All too often TMS is the first to get cut, even though it allows greater utilization of the current system.
- 2- TMS projects are much less costly with a significant return on the investment. These projects typically have a high Cal B/C ratio. For example, the US 101 Ramp Metering and TOS in-fill project in San Mateo County has a Cal B/C ratio of 59.
- 3- These projects can be implemented quickly with significant congestion benefit.
- 4- This will allow for the CMIA program to yield a greater congestion management benefit.

San Mateo County has been working closely with Caltrans District 4 as well as the Metropolitan Transportation Commission (MTC) on the development of their respective Draft CMIA lists. San Mateo County's top priority projects for the CMIA program are:

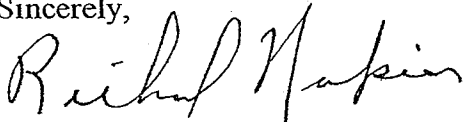
1. US 101 Widening for Auxiliary Lanes from Marsh Rd to Santa Clara Co Line. (on both Caltrans & MTC lists)
2. US 101 Ramp Metering and TOS in-fill in San Mateo County (on MTC list as "Regionwide System Management", in Caltrans' recommendation of TSM reserve)

Both projects have Project Study Reports (PSR) and completed financial plans with CMIA funding. Both projects have high benefit/cost ratios. The US 101 is the highest priority corridor in San Mateo County. It connects the economic centers of San Francisco and the Silicon Valley as well as the East Bay via the Dumbarton and San Mateo Bridges. This segment of US 101 is also the fourth (4th) most congested corridor in the Bay Area. In addition, US 101 is a Focus Route defined by the Department.

San Mateo County has invested much of its local transportation sales tax (Measure A) funds as well as most of its county share of STIP funds in the US 101 corridor. Further, C/CAG has recently executed a Memorandum of Understanding (MOU) with Caltrans for the implementation of Ramp Metering on US 101. Phase 1 ramp meters are scheduled to turn on January 30, 2007. C/CAG also has on-going traffic management plan and projects to maintain the US 101 corridor, including a Traffic Incident Management plan for US 101.

Enclosed for your information is some supporting material. Please feel free to contact me at (650) 599-1420 if you have any questions or need further information.

Sincerely,



Richard Napier, Executive Director
City/County Association of Governments (C/CAG) of San Mateo County

Attachment: Brief Project Summaries & Map of San Mateo County US 101 Corridor Projects

Brief Project Summaries

A Corridor Approach to San Mateo US 101

Route 101 in San Mateo County plays an important role in the economic health of the Bay Area because it is the main artery connecting San Francisco with the Silicon Valley. Route 101 is also the key connector between the East Bay and the Silicon Valley because it connects regional traffic from the west ends of both San Mateo Bridge and Dumbarton Bridge with the West Bay destinations including the Peninsula, the Silicon Valley, and the Stanford University and Medical Center as well as the Stanford Industrial Park. For those reasons, San Mateo County has made and will make much of its transportation investments in the US 101 corridor (see attached map). In addition, corridor system management for the US 101 include:

1. Executed Memorandum of Understanding (MOU) with Caltrans to turn on Ramp-Metering (November 2006).
2. Adopted Countywide Intelligent Transportation System (ITS) Strategic Plan in 2005, including high priority projects for:
 - a. Develop and implement Incident Management Plan along Route 101
 - b. Fill in all Traffic Operation System (TOS) equipment gaps on freeway

CMIA Candidate Project #1: US 101 auxiliary lanes from Marsh Road to Santa Clara County Line

(NOTE: In the MTC submittal, this project is listed as "US 101 Additional lanes from Marsh to Rte 85". It includes the continuation of Aux lanes beyond the county line.)

Total Project Cost:	\$169,000,000
CMIA funds:	\$102,168,000
Local funds:	\$37,583,000
RTIP Funds:	\$29,067,000

This project will relieve traffic congestion, reduce delay time and reduce travel time for the hundreds of thousands of vehicle everyday travel this segment of the corridor. When auxiliary lanes are provided in conjunction with ramp metering, congestion relief benefits will synergistically increase.

The US 101/Willow Road interchange is within the project limits of the auxiliary lanes. These two projects have impacts on one another. San Mateo County is requesting for CMIA fund for the Auxiliary Lanes project **only**. The Willow Road interchange is proposed to be funded 100% by local and RTIP funds. As such, it is urged that CMIA funding decision makers consider the benefits of both projects together.

CMIA Candidate Project #2: US 101 Ramp Metering and TOS in-fill in San Mateo County

(This project can be funded by the CMIA as part of the recommended TMS reserve requested by Caltrans.)

Total Project Cost: \$49,000,000

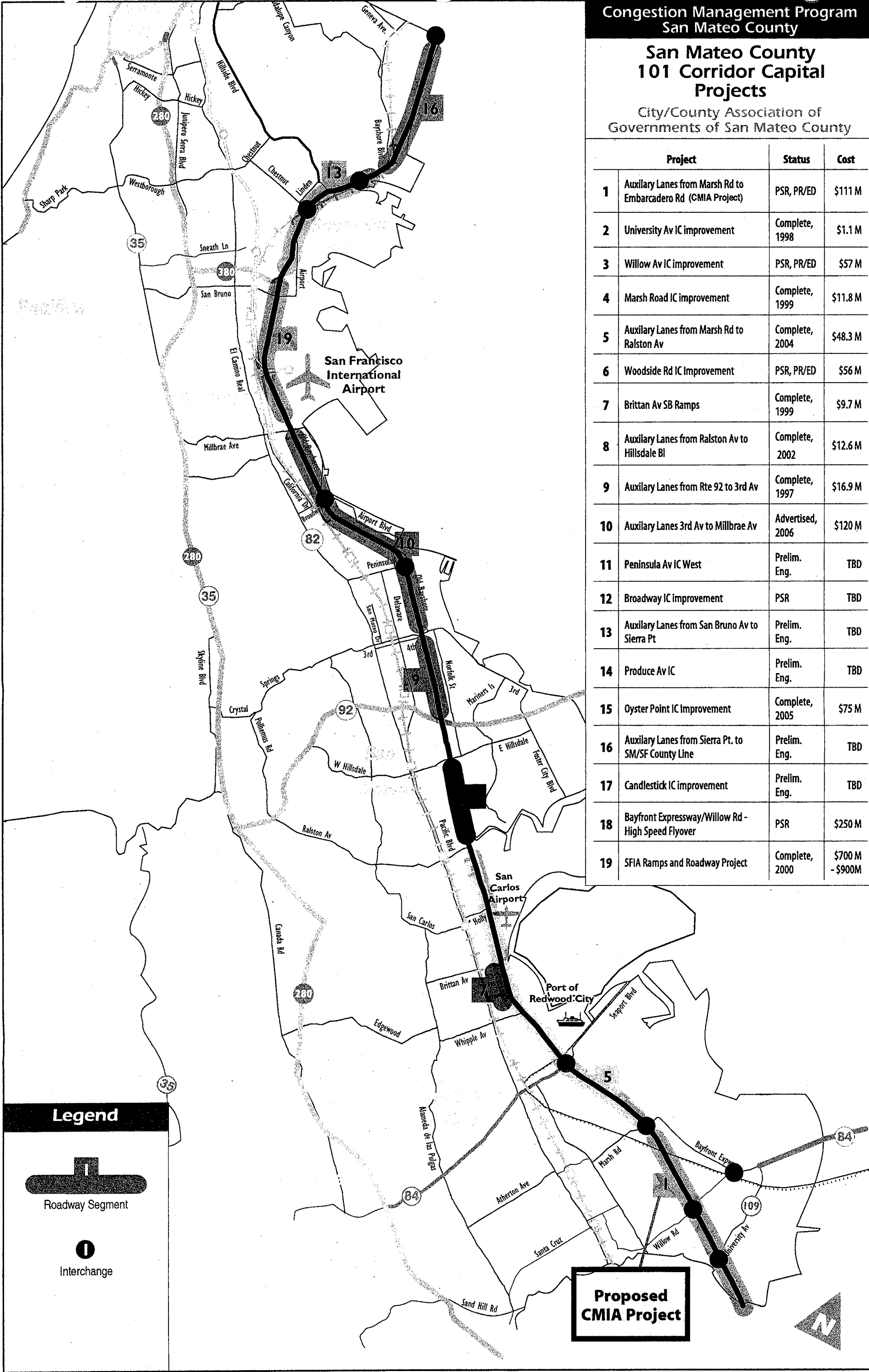
This project will fill in the ramp metering and traffic operation system (TOS) equipment gaps along US 101 in San Mateo County. It will enable active traffic system management including ramp metering, traveler information, detection and monitoring, information exchange with the Traffic Management Center (TMC). It also includes investment in a communication backbone that will significantly reduce long-term operating costs.

Congestion Management Program
San Mateo County

San Mateo County
101 Corridor Capital
Projects

City/County Association of
Governments of San Mateo County

Project		Status	Cost
1	Auxiliary Lanes from Marsh Rd to Embarcadero Rd (CMIA Project)	PSR, PR/ED	\$111 M
2	University Av IC improvement	Complete, 1998	\$1.1 M
3	Willow Av IC improvement	PSR, PR/ED	\$57 M
4	Marsh Road IC improvement	Complete, 1999	\$11.8 M
5	Auxiliary Lanes from Marsh Rd to Ralston Av	Complete, 2004	\$48.3 M
6	Woodside Rd IC Improvement	PSR, PR/ED	\$56 M
7	Brittan Av SB Ramps	Complete, 1999	\$9.7 M
8	Auxiliary Lanes from Ralston Av to Hillsdale Bl	Complete, 2002	\$12.6 M
9	Auxiliary Lanes from Rte 92 to 3rd Av	Complete, 1997	\$16.9 M
10	Auxiliary Lanes 3rd Av to Millbrae Av	Advertised, 2006	\$120 M
11	Peninsula Av IC West	Prelim. Eng.	TBD
12	Broadway IC improvement	PSR	TBD
13	Auxiliary Lanes from San Bruno Av to Sierra Pt	Prelim. Eng.	TBD
14	Produce Av IC	Prelim. Eng.	TBD
15	Oyster Point IC Improvement	Complete, 2005	\$75 M
16	Auxiliary Lanes from Sierra Pt. to SM/SF County Line	Prelim. Eng.	TBD
17	Candlestick IC improvement	Prelim. Eng.	TBD
18	Bayfront Expressway/Willow Rd - High Speed Flyover	PSR	\$250 M
19	SFIA Ramps and Roadway Project	Complete, 2000	\$700 M - \$900M



San Mateo 101 Corridor System
Management Projects

City/County Association of
Governments of San Mateo County

Ramp Metering
(Phase 3)
Scheduled for 2010

Ramp Metering
(Phase 2)
Scheduled for 2009

Ramp Metering
(Phase 1)
(Meter turn-on
January 2007)

Legend

Roadway Segment

Smart Parking Sign

101 Freeway

Fiber Optic
Communication Backbone

Fiber Optic Communication Backbone
and Ramp Metering in-fill on 101 from
SF/SM County line to Route 84 and on
92 from 101 to San Mateo Bridge and
on 84 from 101 to Dumbarton Bridge.

* Existing equipment in place:
> 32 Closed Circuit TV Cameras (CCTV)
> 6 Changeable Message Signs (CMS)
> 88 Loop Detectors

Notes: MOU for Ramp Metering
between Caltrans and C/CAG
executed in Nov 2006.

Rail Transit Basics

Rail transit can transform cities. A dramatic example is San Francisco. Before 1962 it had only two buildings over 10 stories high. That year voters approved a major bond issue for BART – Bay Area Rapid Transit. Dozens of very high rise buildings quickly sprung up downtown once regional rail transit was assured.

Double Track: Frequent trains in both directions set rail transit apart from commuter and other rail. Single track meets – where one train stops and waits for another – impose excessive delays and costs. (Meets **average** one-half the headway time.) Rail transit needs at least double track.

Power: Rail transit normally uses clean, quiet central electrical power. This enables subways, as well as faster acceleration and steeper grades than on-board power generation allows. Light rail requires overhead power supply; rapid transit can use either overhead wires or third rail. Third rail can reduce the overhead clearance – and cost – of tunnels and structures.

Rapid transit or light rail:

With **rapid transit**, road and track crossings are grade separated, and the public has no access to trackways. High platforms in fare-paid areas allow easy wheelchair access and quick boarding. They must be on tangent (straight) track with provision made for fare collection, stairways, escalators, elevators, etc. Rapid transit is labor-efficient. (BART requires only one operator per train of up to 10 cars – over 700 seated passengers).

Light rail requires overhead – not third rail – power supply, with higher clearances for tunnels and structures. It allows low barrier-free platforms and grade crossings (but the fewer the better!). Fare collection is commonly on-board or by an honor system. Boarding is slower than with high-level platforms, and requires provision for wheelchairs. With shorter trains and with platforms OK on curves, station sites can be pin-pointed more easily with light rail than with rapid transit.

The choice between rapid transit and light rail depends largely on if the line is new or extension of an existing system; civil costs (e.g.: grade separations, structure and tunnel clearances); patronage potential; power supply (overhead or third rail); and how fares and boarding fit in.

A rail line **at grade** costs far less than one on fill, in cut, on structure, or in subway. (Subways cost so much that they are rarely warranted except in a patronage-rich city core.) A secure route at grade (e.g., an existing or planned freeway median) can greatly reduce the cost and complexity in planning for rail transit.

Chapter 12 of the AREMA Manual for Railway Engineering explores in further detail how to develop a rail transit operation.

Copyright 2006, Robert S. Allen

Robert S. Allen, BART Director (1974-1988)
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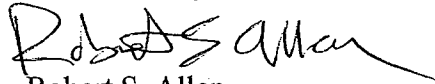
29 December 2006

Legislators, Bay Area:

In 1962 San Francisco, Alameda, and Contra Costa County voters bonded themselves to build rail rapid transit. BART began service between Fremont and Oakland in 1972, went trans-Bay in 1974, and has since been extended to West Pittsburg, Dublin-Pleasanton, and SFO/Millbrae. Extending BART *at grade* further to Antioch, Livermore, and Alum Rock (San Jose) can ease congestion and air pollution at low cost *if a compact roadbed is available*. But local officialdom seems enamored with ineffective eBART, a counter-productive one-way I-580 HOV lane, and a costly, too-long subway.

BART trackway at grade on a compact roadway costs about \$12 million/mile. Transportation funding should widen the medians of SR 4 to Antioch and I-580 to Livermore to accommodate BART and HOV lanes. (These cities are by far the largest BART-taxed cities with no BART rail – not even a good bus on the freeways to BART.) It should also defer and shorten the costly San Jose subway, and grade separate roads for BART on the old WP roadbed and over US 101 to Alum Rock.

Attached are some of my letters re these and other cost-effective solutions to transportation problems in the East Bay and South Bay areas. I encourage you and others to consider these concepts in planning and funding transportation facilities. I strongly urge you to do all you can to stop the ACCMA I-580 limo lane, which would greatly complicate and increase the cost of BART to Livermore.



Robert S. Allen

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BART Director (1974-1988)

Retired SP Engineering/Operations

Life Member, AREMA (American Railway

Engineering & Maintenance of Way Assn.)

Member, AREMA Committees

12 (Rail Transit)

17 (High Speed Rail)

223 Donner Avenue
Livermore, CA 94551-4240

27 December 2005

Regional Rail Project

The former SP Mulford (L) line between Elmhurst and Newark is 4.35 miles shorter, has 8 fewer road crossings (most with far less auto and pedestrian traffic), and much less curvature than the D/DAB lines via Decoto and Centerville.

I urge you to eliminate any expenditures on the D/DAB segments, such as the proposed Union City intermodal project and any expenditure at the Centerville station. Put the money instead into double tracking (with CTC) the Mulford line – as money allows even as far as Santa Clara. Provide also for the future California High Speed Rail in that corridor.

If HSR bonds pass (I doubt they will due to the circuitous alignment along 99 instead of I-5 where it really should be), HSR from San Jose to Oakland might continue north on the Bay side of I-880 instead of going via Elmhurst.

Relocating BART between the Washington Street portal and the trans-Bay tube (including the West Oakland station) to a line back of the post office on the water side of the rebuilt I-880 freeway would allow a really good intermodal station near Magnolia. (Before the freeway was rebuilt I proposed this as a way to slash freeway costs, but it still is a good idea.) Running HSR from San Jose to Magnolia this way should be considered as a possible alternative to going up the peninsula; BART connections would serve more patrons better than a transportation Taj Mahal in downtown San Francisco.

If HSR bonds pass and HSR follows Caltrain on the peninsula, planning should include total grade separation, with BART at grade between Santa Clara and Millbrae. A four-track right of way would accommodate two BART tracks and two standard gauge.

Another dream I have is for a BART subway from Civic Center up Oak Street and along Masonic toward the Golden Gate. This would enhance BART trans-bay reliability in case of stoppages in the Mission Corridor. It could well start as simply an Oak Street tail track.

*I have
planted
in other
cars.
RSA* { I have enclosed also a copy of my 26 December letter to BART re at-grade extensions to Antioch, Livermore, and Alum Rock in San Jose.

Robert S. Allen
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(925) 449-1387

San Jose:

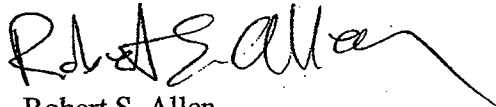
The costly subway in San Jose should be deferred, and BART built just to Alum Rock for now – an intermodal station at Santa Clara Street and the planned LRV line there. (BART on a rebuilt structure over US 101 would sport an impressive signature!) The station would have superb freeway access to all of Santa Clara County, and should include a major parking facility. Even with only one line (probably to Concord), travelers would finally have a viable alternative to I-880 and I-680. Passengers could transfer to other BART lines at stations in the East Bay. Grade separations of the former WP where freight service has ended need be only 13 ½' ATR (above top of rail), as against 22 ½' over freight tracks.

Later, when more funding is secured, the subway could be built, but just in downtown San Jose, with BART from Diridon station to Santa Clara mostly at grade beside Caltrain.

Consideration should be given to grade separating and converting local peninsula service to BART. Standard gage operations for Caltrain bullet trains, freight, and possible high speed rail would be safer, quieter, and less burdensome without the grade crossings.

The cost for these at-grade BART extensions would be modest, as there would be little structure, earth, or environmental mitigation work required. The trackway cost for extending BART to West Livermore – about 5 ½ miles – for example, should run about \$65 million once the freeway is widened. There would, of course, be costs for land, a station, cars, special trackwork (e.g., crossovers), "implementation", and BART's fair share of roadwork. Coordinating the freeway work with BART in the median could make the cost quite reasonable.

Cc: BART Directors
Caltrain Directors
ePPAC Directors
ACCMA Directors
SVRTC PAC
Caltrans District 4


Robert S. Allen
BART Director (1974-1988)
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RECEIVED

223 Donner Avenue
Livermore, CA 94551-4240

DEC 28 2006

MTC

26 December 2006

MTC Commissioners and Staff:

RE: Bond and Other Funding

Project planning (including right of way) should contemplate future BART extensions *at grade* to:

- *Antioch* (SR-160) in a SR-4 median;
- *Livermore* (ACE) in an I-580 median; and
- *San Jose* (Alum Rock) on the former WP roadbed.

BART trackway (ballasted double track, traction power, train control, ductwork, and fencing/barriers) on compact roadbed *at grade* costs about \$12 million (2006 \$) per mile. Antioch and Livermore are by far the largest BART-taxed cities with no BART rail. Job-rich Santa Clara County's San Jose is northern California's largest city. Securing at-grade rights of way for all three lines is a key to good regional transportation planning.

Antioch: Extending real BART to Pittsburg (Railroad Ave.) and Los Medanos (Century Blvd.) makes a logical first stage. Most of the freeway median is already wide enough. About five miles of trackway should cost around \$60 million. Antioch and all of eastern Contra Costa would have far better access to BART at minimal capital cost.

Later, when SR-4 is widened, real BART should be extended further to Hillcrest and SR-160, where it could enter the Mococo rail corridor to Brentwood, Byron, and Tracy. Interim eBART service could start from a Los Medanos intermodal station platform at grade on the north side of the SR-4 freeway. No costly flyover! No eBART tracks in the median!

Livermore: Congestion, air pollution, and intense truck traffic demand reconstruction of I-580 in the Livermore Valley. The first priority should be acquiring right of way to widen I-580 east to Greenville Road – not the patchwork ACCMA eastbound limo lane which will greatly complicate and increase the cost of other freeway work and getting BART to Livermore. Work should include widening I-580 from Hacienda east to the planned Isabel/SR-84 interchange: very heavy-duty truck lanes outside the existing truck lanes, which should then be resurfaced for light vehicles. Current inside lanes would be converted to a wide median for HOV lanes in both directions having direct access ramps from Hacienda east and Isabel west and space for a future BART trackway to West Livermore – about 5 ½ miles for about \$65 million. Later BART would go to Greenville Road and up to the SP roadbed (aimed for Mountain House and Tracy) and an ACE intermodal station. ACCMA's limo lane project should be aborted!

RECEIVED

223 Donner Avenue
Livermore, CA 94551-4240

DEC 18 2006

16 December 2006

MTC

CTC Commissioners:

Among projects I hope you and other agencies will *defer or delete* as you consider Bond Measure 1-A and other funding:

- ACCMA's planned Eastbound I-580 HOV lane near Livermore (Delete);
- The planned I-580/I-680 West/South flyover (Delete);
- The part of eBART in the SR-4 median (should be real BART) (Delete);
- The subway portion of BART to San Jose and Santa Clara (Defer);
- The Union City Intermodal (Delete);
- The proposed transit Taj Mahal in San Francisco (Delete).

Attached are letters I have sent you earlier (with minor edits), outlining the reasons for my request as well as why other projects have much more merit.

Please consider also two route designation changes:

- **Add as interstate highway** a link between I-780 at I-680 (by the Benicia Bridge) and I-205 at I-580 (west of Tracy). It would roughly parallel the Mococo (B) rail line and incorporate much of the SR-4 freeway. It would let North Coast, North Bay, and heavy port traffic bypass the congested bottlenecks along I-880, I-238, I-680, and I-580; and long, steep, Altamont Pass grades, with their air pollution and waste of fuel. East of Pittsburg the median should be wide enough for extending BART. Development pressure makes route selection and ROW protection critical ASAP.
- **Extend SR-84 north** from the future I-580 interchange to and along Vasco Road and the SR-4 by-pass to SR-160 at the Antioch Bridge. Vasco Road is dangerous and heavily traveled between eastern Contra Costa County, the Livermore Valley, and the South Bay/Silicon Valley. It deserves to be a state highway.

Attach: My ltr, 25 Jan 06 to you
My ltr, 27 Apr 06 to
Gov. Schwarzenegger



Robert S. Allen
BART Director (1974-1988)
Retired, SPT Engineering/Operations
(925-449-1387)

cc: Caltrans District 4; MTC; BART; ACCMA; ACTIA; BAAQMD, Contra Costa and Alameda County Boards of Supervisors; City councils of Antioch; Livermore; Pittsburg; Brentwood; and Oakley; Rt 4 By-Pass Authority

California High Speed Rail (HSR):

The planned HSR route along US 99 is so much longer than along I-5 as to not be competitive. I suspect that the public will be better served by going back to the drawing board. Not only would an I-5 routing be many miles shorter; there are many fewer roads and other impacts. HSR along I-5 with upgrade of the existing rail lines along US 99 could serve the entire state better than existing plans, and at far less cost.

If the HSR bonds come to a vote and pass, another approach would be to extend BART over the Altamont in lieu of building HSR. BART would likely serve Central Valley commuters better than HSR. HSR could still come to San Jose from the South and proceed northward to either San Francisco, Oakland, or both.

East Bay Passenger Rail:

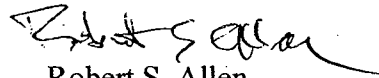
Although a lot of money has been spent on upgrading the Hayward line for passenger rail, the Mulford line is 4.35 miles shorter, has 8 fewer grade crossings (most with far less auto and pedestrian traffic), and much less curvature than the present roundabout route via Decoto and Centerville. Upgrading and double tracking the Mulford line for the Capital Corridor and Amtrak makes much more sense than the planned work at Union City. Waste no more money on the Union City intermodal!

BART to SFO:

Although it's done now, I sought futilely to save hundreds of megabucks wasted by putting BART in a subway along the former SP San Bruno branch. BART could have reached SFO and Millbrae years sooner at far less cost at grade as I proposed.

Stop the Waste!

I urge that you stop waste of precious transportation funds on projects such as the **transit Taj Mahal in San Francisco, the Union City Intermodal Project, the planned I-580/I-680 west/south flyover in Dublin, and the I-580 EB HOV lane** (see above).



Robert S. Allen
(925) 449-1387
BART Director (1974-1988)
Retired, SP Engineering/Operations

cc: Sunne McPeak, Secretary BTH
Will Kempton, Director, Caltrans
CTC Commissioners
Bijan Sartipi, Director, Caltrans District 4

Preserving and widening the median now for BART would pay huge dividends. The project should be shortened and work east from the present BART station in Dublin/Pleasanton. It should include protecting and acquiring right-of-way, widening the freeway with new heavy-duty, long-life truck lanes on the outside, resurfacing the existing truck lanes for autos, adding HOV lanes in both directions in place of the existing inside lanes, and leaving a median strip for BART.

When BART is extended to Livermore, it should include an intermodal station with ACE in the very wide right of way Congress granted the SP, and be aimed for later extension to Mountain House and Tracy via the old Altamont Pass.

An express shuttle bus between the little-used park/rides and BART rail could help provide interim relief from I-580 congestion and reduce "cut-through" traffic in Pleasanton. Even running just during commute hours (6-10 am and 3-7 pm), 25 hours per day, it would link with every BART train and cost (at LAVTA's marginal cost of \$37/hour) about \$238,000/year. Most or all of that could be expected from fares. (LAVTA's roundabout "Rapid Bus" just won't do the job; I'm contemplating running it myself if LAVTA won't.)

BART to San Jose (Alum Rock):

Valley Transit's planned Alum Rock station is close to downtown San Jose and SJSU, both easily reached by planned light rail. Extending BART to Alum Rock at grade and over US 101 – deferring the costly subway – would tell the world that BART had arrived in San Jose. BART would be there at modest cost.

Roads crossing the former WP would, of course, have to be grade separated, but where freight service has ended they need be only 13 ½' ATR (above top of rail) as against 22 ½' ATR over freight railroads.

The former WP right of way beyond Alum Rock might accommodate a future Caltrain extension from Tamien, bringing rail transit around the Bay at low cost.

Caltrain Right of Way and Structures:

During my years at SP, we planned for a possible third track along the peninsula. With bullet trains and possible High Speed Rail in that corridor, it should be planned for total grade separation and four tracks: 2 HSR/Bullet/freight, and 2 local. Right of Way and structures should be planned for the four tracks.

With BART now at Millbrae and planned ultimately to reach Santa Clara, converting Caltrain local service to BART may be cheaper and better than the proposed Caltrain electrification, tunneling, and costly terminal in San Francisco. Total grade separation should come soon, whether the local service is by BART or multiple-unit electrified Caltrain.

223 Donner Avenue
Livermore, CA 94551-4240

27 April 2006 (Corrected Copy)

Governor Arnold Schwarzenegger:

Re: Transportation Planning

BART's legendary **safety** (only 1 passenger fatality in 32 years and 27 billion passenger miles), **efficiency** (fully automated fare collection; one operator for up to 10 cars with over 700 seated passengers), **dependability** (about 95% on-time), **frequency** (typically every 15 minutes), **pollution-free running**, and **urban speeds** (up to 80 mph), argue strongly for preserving right of way for extension.

BART's double-track ballasted ¹²~~trackway~~ **at grade** with train control, third rail power, fencing, and ductwork **costs about \$15 million/mile** - plus land, stations, structures, earthwork, cars, yards, shops, and "implementation" (engineering, environmental work, etc.). Having an **at-grade** right of way with few structures and little earthwork (e.g., a freeway median, a little-used railroad) can pay huge dividends.

Preserving freeway medians to Antioch and Livermore (the largest BART-taxed cities with no BART rail) **and the old WP line to San Jose** (northern California's largest city) **at grade** merits close attention from transportation planners.

State Route 4 to Antioch:

With minor changes the SR 4 median now would allow BART to Century Blvd (between Pittsburg and Antioch). Future SR 4 widening should contemplate BART extension through Antioch to Hillcrest Avenue. The eBART plans could be greatly improved by extending real BART to an intermodal station at Century, and running eBART from north of the freeway there along the railroad to Byron.

The Port of Oakland talks of sending containers by rail between Oakland and the Central Valley. The ~~Altamont~~ Mococo line, with minimal grades and curves, should prove far better than the circuitous mountain line over the Altamont, saving fuel and pollution; it could help with funding the double track that transit needs. Planners for both eBART and rail container movement could benefit from joint use of the now unused Mococo line.

I-580 near Livermore:

The planned EB HOV lane in the narrow median would have to be relocated later and add greatly to the cost of extending BART to Livermore. I strongly urge that it be deferred and revised.

downtown San Jose. Going *over* US 101 it would dramatically show BART's arrival.

4. East Bay passenger rail.

The Mulford (L) line between Oakland and Newark is 4.35 miles shorter, has 8 fewer grade crossings (most with far less auto and pedestrian traffic) and much less curvature than the roundabout Capitol Corridor route via Niles. Money for projects like the Union City intermodal would far better be spent in double tracking and upgrading the Mulford line. The running time between Oakland and San Jose would be greatly reduced, crossing accidents slashed, and tragic loss of life stopped. The Coast Starlight has run via Mulford for years.

5. The transit Taj Mahal in San Francisco.

A real waste of public money, the subway would virtually demand electrification of Caltrain. A far better use of the money now would be to plan for a four-track, grade-separated right of way that could accommodate High Speed Rail, Caltrain bullets trains, and a BART link between Millbrae and the planned Santa Clara station.

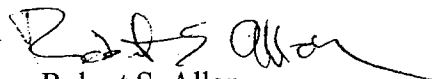
6. The planned I-580/I-680 west/south flyover in Dublin.

Putting the money instead into SR 84 would save drivers 4 miles each way between the Altamont and Fremont. It would cut many miles of congested and polluting freeway driving on each such trip in an often smoggy basin.

I strongly urge that you do all you can to widen I-580 allowing BART and HOV lanes at grade to Livermore; and SR 4, allowing *real* BART at grade to SR 160 at Antioch. These are the two largest BART-taxed cities with no BART rail. Also BART at grade on the former WP roadbed over US 101 to Alum Rock in San Jose – the largest city in northern California.

An immediate, low-cost project (about \$238,000/year, mostly or all from fares) would be a commute-hour shuttle bus between BART's park/ride in West Livermore and the Dublin-Pleasanton BART station connecting with every train. (LAVTA's "Rapid Bus" just won't serve this market.) The project should include wide bus-only shoulders west of Alway Blvd., and a new bus berth just north of the station entrance.

Alway


Robert S. Allen
BART Director (1974-1988)
(925) 449-1387

cc: MTC Commissioners
BART Directors

223 Donner Avenue
Livermore, CA 94551-4240

25 January 2006

CTC Commissioners
1120 N St., Room 2221, MS-52
Sacramento, CA 95814

Please be careful with Bond Measure 1-A and other transportation money not to waste it on frivolous projects. Spend it wisely!

Among the projects to defer, cancel, or reconsider:

1. ACCMA's I-580 EB HOV Lane near Livermore.

This project conflicts with a comprehensive I-580 rebuild and widening and would greatly increase the cost of extending BART to Livermore. Any funding should first go to widening right of way to allow BART and HOV lanes in the median eastward from Hacienda Drive.

2. Contra Costa County's eBART:

Real BART should extend to Pittsburg and Los Medanos in the widened Rt 4 median, with eBART not on a costly flyover, but starting from an at-grade station just north of the freeway at Century Blvd. Re-open and double track the nearly level Mococo line for eBART and heavy port freight linked to the San Joaquin Valley and across the southern United States, avoiding the heavy grades, fuel waste, and air pollution of going over the Altamont Pass or along the coast line.

- 3 BART subway along Silicon Valley extension to San Jose/Santa Clara.

BART trackway at grade (ballasted double track, traction power, train control, ductwork, fencing/barriers) should cost (2006 dollars) about \$12 million/mile in a freeway median, slightly less on an abandoned railroad. This cost does not include land, stations, earthwork, structures, transit vehicles, yards, shops, or "implementation" (e.g., engineering, environmental analysis/mitigation).

Overpasses at 13 ½' above top of rail (ATR) should cost perhaps half of the roughly \$10 million median cost for new 22 ½' ATR overpasses on the CPUC grade separation priority list.

BART at grade on the old WP and over US 101 to the Alum Rock station would cost a small part of the total proposed project, get BART to San Jose (the largest city in northern California) close to light rail, San Jose State University, and



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Supporting political action

January 2, 2007

Executive Director
Metropolitan Transportation Commission
Joseph P. Bort Metro Center
101 Eight St.
Oakland, CA 94607-4700

To whom it may Concern,

The Napa Chamber of Commerce is writing in support of the *Draft Corridor Account Program of Projects, submitted by Steve Heminger* in December, 2006. It is our understanding that this program of accounts is a proposal to utilize the funds to be allocated from the passage of the transportation bonds by the California voters in November. The Chamber is in full support of the Draft report and the supporting documentation. As you might suspect, we are very supportive of the allocation for the Highway 12 widening project in Jamison Canyon.

On November 6th state voters passed the largest investment in infrastructure in nearly two generations. These investments ranged from transportation to schools. Proposition 1B, the Highway Safety, Air Quality, Port Security Bond Act passed overwhelmingly and received **57% support from Napa County voters.**

We appreciate that the Metropolitan Transportation Commission (MTC) and Caltrans have given one of our region's most pressing transportation corridors, Highway 12 (Jamieson Canyon) a strong endorsement for funding. In fact, because of the safety and congestion issues involved, funding for the improvement of Highway 12 was the second highest ranked project in the entire nine Bay Area counties by the MTC. Similarly, Cal Trans District 4, which also covers the nine Bay Area counties, has made improving Jamieson Canyon Highway 12 as one of their top funding priorities.

Improvements to Highway 12 will greatly improve congestion relief, air quality through better flow of vehicles rather than stop and go, and safety. Highway 12 improvements will also have the benefit on lessening congestion on Interstate 80 in Solano County. This aspect has greatly helped the ranking of this project.

The Napa County Transportation Planning Agency has been collaborating with its counterparts in Solano, Marin and Sonoma Counties to ensure that the North Bay's funding needs are fairly and fully met. We must continue this work and broaden the breadth of support for this vital project

January 2, 2007.

Page Two

This has been a long term project by the County and Caltrans that has been stymied by the lack of adequate funding. The Chamber was worked cooperatively with our county and city officials and our local Transportation Agency to secure funding and support for this widening in conjunction with Solano County and their Transportation agency. We concur that this is a vital project to the North Bay counties transportation corridor and safety improvements.

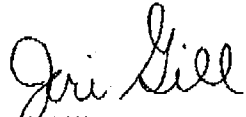
We would be remiss if we did not also support the projected improvements to the I-80 and I-680 corridor improvements in Solano County. These three projects tied together will make a significant impact on the congestion now experienced at the key commute hours in Napa and Solano counties.

We appreciate the recognition provided by MTC of these important projects and urge the full support and approval at your board meeting on January 10th.

Thank you for your consideration.

Sincerely,


Kate King, ACF
President & CEO


Jeff Gill
2007 Chairman of the Board

CC: Leon Garcia,
Jim Leddy
Senator Pat Wiggins
Assemblywoman Noreen Evans
NCTPA Board
Chamber Executive Board

Date: January 10, 2007
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 3792

This resolution adopts the Corridor Mobility Improvement Account (CMIA) Program of Projects for the San Francisco Bay Area for submission to the California Transportation Commission (CTC).

Further discussion of this action is contained in the MTC Executive Director's Memorandum dated January 10, 2007.

Attachment 1 – MTC CMIA Program of Projects

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RE: Adoption of Corridor Mobility Improvement Account Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3792

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has adopted, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC biennially adopts, pursuant to Government Code Section 65080, a Regional Transportation Improvement Program (RTIP) that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, Senate Bill 1266 (2006) establishes the Corridor Mobility Improvement Account (CMIA) as part of the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 and MTC is the designated agency for the San Francisco Bay Area to submit projects to the CTC by January 16, 2007 for the CMIA account; and

WHEREAS, the Corridor Mobility Improvement Account Guidelines are consistent with Senate Bill 1266 (2006) and the CMIA program guidelines adopted by the CTC and will be used by the Commission to select a program of projects for the CMIA; and

WHEREAS, the Corridor Mobility Improvement Account Guidelines were developed and approved in MTC Resolution No. 3785; and

WHEREAS, MTC has developed, in cooperation with Caltrans, Congestion Management Agencies, and local governments, a Program of Projects for the CMIA Program for submission and consideration by the CTC; and

WHEREAS, the CTC requires all sponsors of CMIA-funded projects to submit or commit to developing and implementing a corridor system management plan as a part of the CMIA project submission in order to preserve project mobility gains; and

WHEREAS, MTC has initiated, in cooperation with Caltrans, the Freeway Performance Initiative, which will establish appropriate corridor and system management strategies based on performance assessment and congestion reduction; and

WHEREAS, many projects in the proposed CMIA Program include RTIP funds and the inclusion of such funding constitutes a commitment by MTC and the Congestion Management Agencies of county shares toward the funding packages for the projects; and

WHEREAS, a public comment and input period was held between December 20, 2006 and January 5, 2007 on the proposed Program of Projects for the CMIA Program; and

WHEREAS, MTC's Programming and Allocations Committee has considered public comments and input and recommends adoption of the CMIA Program of Projects; now, therefore, be it

RESOLVED, that MTC adopts the CMIA Program of Projects, attached hereto as Attachment '1' and incorporated herein as though set forth at length, and finds it consistent with the RTP or proposed changes to the RTP; and, be it further

RESOLVED, that MTC's adoption of the CMIA Program of Projects is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3075; and, be it further

RESOLVED, that MTC commits to working cooperatively with Caltrans and projects sponsors in developing and implementing a corridor system management plan for all corridors submitted for CMIA funding consideration; and, be it further

RESOLVED, that MTC commits to the RTIP funding amounts identified in the submitted CMIA Program of Projects for all projects selected for CMIA funding by the CTC; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 10, 2007.

Attachment 1

CMIA Project Recommendations and Companion Funding Strategy

(all funding in thousands)

County	Project	Total Project Cost Estimate (Year of award)	Prior and Existing Funding (Year of award)	Proposition 1B/State Funds						Other New Funding (Includes Match for Trade Category)	Comments
				CMIA	Trade	ITS	RTIP I - Bond and 2008 RTIP	ITIP I - Bond	SHOPP		
State Route 4 Corridor: Contra Costa											
CC	SR4-East HOV Extension from Somersville Rd to SR 160	\$ 335,000	\$ 235,000	\$ 85,000			\$ 15,000				
State Route 12 Corridor: Napa/Solano											
NAP SOL	SR 12 Jameson Canyon Widening from 2 to 4 Lanes	\$ 133,000	\$ 17,400	\$ 88,600			\$ 27,000				
State Route 24/I-680 Corridor: Contra Costa/Alameda											
ALA CC	SR 24 Caldecott Tunnel 4th Bore	\$ 420,000	\$ 216,000	\$ 175,000			\$ 29,000				
CC	I-680 NB HOV Extension from North Main Street in Walnut Creek to SR 242	\$ 21,000	\$ -	\$ 10,500			\$ 10,500				
I-80 Corridor: Alameda/Contra Costa/Solano											
SOL	I-80/I-680/SR 12 Interchange (Second Phase) and I-80 HOV Extension	\$ 323,412	\$ 123,412	\$ 150,000				\$ 50,000			
SOL	I-80 Cordelia Truck Scales	\$ 99,600	\$ -		\$ 49,800					\$ 49,800	Proposed \$49.8 M AB1171 Toll Match
ALA CC	I-80 Integrated Corridor Mobility	\$ 87,700	\$ -	\$ 63,300		\$ 24,400					\$24.4 M local ITS for San Pablo Avenue improvements
US 101 Corridor: San Mateo/Santa Clara											
SM SCL	US 101 Additional lanes from Marsh Rd to SR 85, including Willow I/C	\$ 271,076	\$ 66,650	\$ 194,426			\$ 10,000				
SCL	US 101 Widening and Interchanges from Yerba Buena to I-280/I-680	\$ 104,220	\$ 61,220	\$ 30,000			\$ 13,000				
US 101 Corridor: San Francisco/Marin/Sonoma											
SF	US 101 South Access to Golden Gate Bridge: Doyle Drive Replacement	\$ 810,000	\$ 155,271	\$ 175,000			\$ 54,000		\$ 375,000	\$ 50,729	Base replacement cost of \$550 M covered by State with CMIA and SHOPP; remainder future federal, RTIP and Prop K.
SF	SFGO: Corridor Management on US 101 between Golden Gate Bridge and Bay Bridge and SR 1 along 19th Ave/Park Presidio	\$ 51,600	\$ 21,600			\$ 30,000					
MRN	I-580 WB to US 101 NB Auxiliary Lane	\$ 20,000	\$ -	\$ 20,000							
MRN SON	US 101 Marin-Sonoma Narrows: HOV Extension from Atherton Ave in Novato to south of Petaluma River Bridge and HOV Lane Conversion through Novato	\$ 379,000	\$ 67,000	\$ 170,000			\$ 52,000	\$ 50,000		\$ 40,000	Other includes future federal funds - \$40.0M
SON	US 101 HOV Extension from Railroad Ave to Santa Rosa Ave	\$ 193,090	\$ 108,042	\$ 85,848							
SON	US 101 HOV Extension from Steele Lane to Windsor River Road (North Phase A and B)	\$ 166,000	\$ 71,000	\$ 95,000							
I-580/I-238 Corridor: Alameda											
ALA	I-580 HOV Lanes from Hacienda/Foothill to Greenville Including Isabel / SR 84/I-580 I/C Improvements	\$ 452,100	\$ 131,000	\$ 294,100					\$ 27,000		
ALA	I-580 EB Truck Climbing Lane Over Altamont	\$ 100,000	\$ -		\$ 50,000					\$ 50,000	Proposed \$50 M Match TBD
SJ	I-205/I-580 Altamont Pass Westbound Truck Lane	\$ 100,000	\$ -		\$ 50,000					\$ 50,000	Proposed \$50 M Match - San Joaquin County Sales Tax
I-880 Corridor: Alameda/Santa Clara											
SCL	I-880 HOV Extension from SR 237 in Milpitas to US 101 in San Jose	\$ 142,700	\$ -	\$ 127,700			\$ 15,000				
SCL	I-880/280 Interchange (Stevens Creek Boulevard and Winchester Off-ramps)	\$ 70,000	\$ 12,500	\$ 50,000			\$ 7,500				
ALA	I-880 SB HOV Extension from 98th Ave to Marina Ave (includes TSM components)	\$ 108,000	\$ -	\$ 108,000							
ALA	I-880 Operational and Safety Improvements at 23rd and 29th Ave	\$ 91,000	\$ 12,000		\$ 39,500					\$ 39,500	Proposed \$39.5M Match - TBD
Regional System Management											
REG	Regionwide System Management	\$ 101,900		\$ 101,900							
Total											
	Total:	\$ 4,580,398	\$ 1,298,095	\$ 2,024,374	\$ 189,300	\$ 54,400	\$ 233,000	\$ 100,000	\$ 402,000	\$ 280,029	

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